

Application Serial No.: 09/786,369  
Amendment dated December 9, 2003  
Reply to Office Action dated September 9, 2003

IN THE CLAIMS

Please amend the claims as follows:

1. (Currently Amended) A door trim structure for automobiles, the door trim structure comprising:  
  
a door trim and an inner door panel both made of a thermoplastic resin, ~~the inner door panel and the door trim are formed into an integral one piece unit by a blow molding process,~~  
  
wherein the inner door panel includes a functional member attachment portion integral with the inner door panel, ~~and~~ wherein the functional member attachment portion includes ~~a recess or a~~ first protrusion as a part of an inner wall of the door trim structure ~~such that the functional member attachment portion is formed by the blow molding process forming the inner door panel and the door trim into the integral one piece unit, and wherein~~ the door trim includes a second protrusion that is fused to the first protrusion to form a seal.
2. (Canceled)
3. (Previously Presented) The door trim structure for automobiles as claimed in claim 1, wherein the inner door panel acts also as a shock absorber.
4. (Original) The door trim structure for automobiles as claimed in claim 3, wherein the inner door panel acting also as a shock absorber is so formed that it has a plurality of recesses on its surface.
5. (Original) The door trim structure for automobiles as claimed in claim 4, wherein the recessed inner door panel is sealed with the door trim.

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6. (Original) The door trim structure for automobiles as claimed in claim 1, wherein the thermoplastic resin is selected from polypropylene resins, polyamide resins, polycarbonate resins, polyester resins, and ABS resins.

7. (Original) The door trim structure for automobiles as claimed in claim 1, wherein the thermoplastic resin is a polypropylene resin having a melt index (MI) of from 0.1 to 10 g/10 min.

8-10. (Canceled)

11. (Currently Amended) ~~A~~ The door trim structure for automobiles as claimed in Claim 1, wherein the functional member attachment portion includes recesses and protrusions.

12. (Currently Amended) ~~A~~ The door trim structure for automobiles as claimed in claim 1, wherein the inner door panel including the functional member attachment portion and the door trim are integrally molded in a single blow molding process.

13. (Currently Amended) ~~A~~ The door trim structure for automobiles as claimed in claim 1, wherein the inner door panel including the functional member attachment portion and the door trim are integrally blow-molded from a single parison.

14. (New) A method of making a door trim structure for automobiles, the door trim structure including a door trim and an inner door panel, the inner door panel is a shock absorber, the inner door panel includes a functional member attachment portion integral with the inner door panel, wherein the functional member attachment portion includes a recess or a protrusion as a part of an inner wall of the door trim structure, said method comprising the step of:

forming the inner door panel and the door trim of thermoplastic resin into an integral one-piece unit by a blow-molding process,

wherein the inner door panel and the door trim are formed from a single parison with a tip end of the inner door panel being bonded and integrated with the door trim at at least one part.

15. (New) The method as claimed in claim 14, wherein the functional member attachment portion is formed to include a first protrusion, and wherein the door trim is formed to include a second protrusion that is fused to the first protrusion to form a seal.

16. (New) The method as claimed in claim 14, wherein the inner door panel is formed with a plurality of recesses.

17. (New) The method as claimed in claim 14, wherein the thermoplastic resin is selected from polypropylene resins, polyamide resins, polycarbonate resins, polyester resins, and ABS resins.

18. (New) The method as claimed in claim 14, wherein the thermoplastic resin is a polypropylene resin having a melt index (MI) of from 0.1 to 10 g/10 min.